A NEW MUSEUM OF SCIENCE.

NEW-HAVEN IN THE FIELD.

THE DESIGNS FOR THE PEABODY MUSEUM-PROSPECT OF A HANDSOME EDIFICE-ORGANIZATION AND INTENT OF THE UNDERTAKING - MAGNIFICENT COLLECTIONS AND RARE SPECIMENS-COMPLETE SERIES IN MANY DEPARTMENTS LARGELY FACILI-TATING RESEARCH.

[FROM THE SPECIAL CORRESPONDENT OF THE TRIBUNE.] NEW-HAVEN, Aug. 8 .- The work of demolishing old buildings on the site where the great scientific museum is to be erected has already made notable progress, and excavation for the foundations of one wing of the edifice will have been begun by the time this reaches the majority of renders. The land is the gift of Yaie College, and comprises an area of 414x145 feet on the west side of High-st, between Elm and Library sts., including both corners, so that the total freetage on the three streets is over 700 feet. The building will be known as the Peabody Museum. Among the munificent devises of George Peabody was a fund of \$150,000 in trust for the erection of "a museum of natural history, especially of the departments of zoology, geology, and mineralogy, in connection with Yate College, in the City of New-Haven, State of Connecticut." The deed of trust further specifles that \$100,000 of the fund shall be applied toward the erection of such a building, planned with reference to immediate use and further enlargement; fluat \$20,000 be invested to accumulate a building fund of at least \$100,-0.0; and that \$30,000 be invested to provide an income for the care of the museum, the increase of collections, and the general interests of the departments of science already named;" the remainder, after providing for the cure of the museum, being divided in the proportion of sevenths to zoology, three-sevenths to geology, and one-seventh to mineralogy. The trustees of the fund are Profs. J. D. Dana, B. Silliman, G. J. Brush, O. C. Marsa, H. Excellency C. R. Ingersoil, the Hon. R. C. Winthrep, and G. Penbody We more, esq. The present curators of the several departments of the museum are E tward S. Dana of the mineralogical, Prof. O. C. Marsh of the geological, and Prof. A. E. V. all of the zoologi-

The building will be in many respects one of the finest that adorn the City of New-Haven. The architect is J. C. Cady of New-York, and the plans indicate a structure of unusual beauty of design as well as adaptation to purpose: the style is, I judge, what is called Norman other, the edifice consisting of a central building and two large wings. Standing back, both as to front and er ds, at feet from the street, its architecture will be exbiotted to great advantage, and it will probably be the ca-e with a speciator anywhere near the college grounds Towers and battlements he sees

For the present, however, only one wing is to be erected, with a frontage of 115 feet on High-st. and 100 on Fig. Tars wing will cost \$160,000; is to be built of brick, with stone transmings; of three stories, and with a high sement making it equivalent to a four-story building; and dre-proof throughout. The intention is to make this nuseum bear a relation to the various departments of Yale Colleg: similar to that which the Museum of Comparative Z sology has toward Harvard University; being both the repository for the vost quantity of scientific treasures which Yale has accumulated, and a museum that shall affer a the material for scientific investigation and post-graduate study.

The basement is to be taken up in part by working

oms; but sufficient space will be assigned for the exhibition of the great collection of fossil foot-prints from the valley of the Connecticut, which are at present vantage. These factorists are principally of Dinosau-rian reptiles that had bird-like characteristics—such as waiking on their hind feet, and leaving a three or fourfoed track. There are, however, in the collection many thousand specimens of foot-tracks, varying greatly as to size and character, from those of minute insects and erustaceans up to animals perhaps not inferior in bulk to the elephant, and certainly making larger tracks than that quasiruped. Among these specimens is one siab containing 21 tracks of the gigantic Otozoum. No bone of this enermous reptile has over been discovered, the red sandstone of the Connecticut not being in general favorable to the preservation of fossil remains. The specimens are both footprints and casts, the latter being formed by a fresh layer of sand washed in upon the beach after the impressions were made. The large footprints are perhaps 20 inches long : the stride, in some instances, four feet It will be perceived that considerable space is required for the exhibition of this class of specimens, which are sufficient in number and size to start a respectable

The first story will be appropriated to a lecture-room and to mineralegy. The exhibition on this floor will be noteworthy; it includes the famous mineral collection of Col. Globs; that of Baron Lederer; the remarkable Bium collection of pseudomorphs, and others of searcely less interest, the assemblage of meteorites being of unusual number and vaine, including the great Glbbs' meteorite of 1,635 pounds weight that fell in Texas, denominated the gem of the collection.

The second story will be devoted to geology, and when will know what to expect. It will be very far superior to any similar collection in this or any other country. The specimens from the Rocky Modutain region represent not less than 300 species new to scionce-the results of expierations carried on during the past five Fear. The varied animal life of by-gone geological Spocks at the West will be very fully illustrated. There were creatures of all sizes, from those comparable to talee up to the Disoceras, which was little inferior to the deephant. Great numbers of specimens are requisite to exhibit the characteristics of each animal as far as possible, and it may be roughly estimated that these at present accumulated would freight a presty long railway train. But the collections from the Rocky Mountain region are not alone to be provided for. There is a very large show of veriebrate fessils from the marl region of New-Jersey and from the Southern States, including many unique specimens; there are the European and other foreign fossils, sufficiently complete as to number and variety to show, with those of America, the whole series of palmontological discovery up to the present time, and embracing some very valuable specimens, such as the pterodactyl, with wings complete, which cost Frof. Marsh \$1,200 in gold; there is also a fine collection of invertebrate fossils, the display of star-fish, corn), and shells turned to stone being of no mean order; and of fossil plants there is a very full presentation. In fact, the specimens already on hand are more than sufficient to fill the department of geol-

The third story brings us back to the present day. This floor is assigned to zoology. Yale has skeleton enough to supply every family closet in the country. It e best collection as to birds and mammals in the United States, being carefully selected as to typical specimens. Where one specimen is usually sufficient to represent a geous or a family, this museum will hav three or four; as in respect to gorillas, champanzees, orang-outangs, clophants, rhinoceroses, ostriches, The collection of the gigantic birds of New-Zealand, now extinct, is unequaled; the Chicage collection of skeletons, recently obtained by purchase, includes a whale of 82 feet length, and there will be a good show of reptiles and fishes, making a very complete series. In respect to completeness, the collection of marme objects has been largely assisted by the labors of the naturalists of the U. S. Fish Commission, among whom Prof. Verrill is most prominent in recent discovery. The result is that marine existence will be thoroughly illustrated from Fiorida to Laurador; and there is also an ex-ceedingly full series of marine forms from the Pacific, especially from the Central American coast. But although there will be scarcely a known

things in store for New-Haven, on the corner behind Alumni Hall—the old corner where stood until list week the Crocodile Club House, and alongside of it the house of Engine No. 2; the old corner that was the scene of the last contest between town and gown in 1858, when a fireman was killed during the struggle. But only the peaceful triumphs of science will be recorded in the monument here to be erected.

STEAMSHIP PERILS.

DETAILS OF THE LOSS OF THE CITY OF GUATEMALA -THE VARIATION OF THE COMPASSES THE

CAUSE OF THE DISASTER. The Pacific Mail steamship Colon arrived at his port from Aspinwall yesterday, bringing several of the crew of the unfortunate steamship City of Guatemala, which went ashore on Watling's Island at mid-night on July 16. She also brought the log of the abandoned steamship and a communication from her commander, Capt. Hildreth, explaining the nature of the accident, the position in which she lay, and the proba-

bilitles concerning her fate. The principal details of the disaster have already been recounted in the columns of THE TRIBUNE. She was on her voyage from New-York to Aspinwall, when, on the net voyage from New Tork to Asjinwan, when, on the night of July 16 at 12 o'clock, she struck upon a ceral reef at the north-eastern extremity of Watting's Island. Since the first tidings of disaster all reports have been meager and unsatisfactory. From the particulars brought yesterday, it is learned that the vessel had been making an excellent passage from New-York. whence she sailed July 11, and an early arrival at Aspinwall was anticipated. She was on the regular course of the Pacific Mail steamships, but on the night of the 16th seems to have wandered somewhat from the usual route. Before the mistake was discovered a shock was felt throughout the steamer and the water began to rush in. An examination was hastily made and two large apertures were found beneath the engine. The vessel was firmly wedged upon the rocks, however, and was in no danger of sinking. There were no passengers on board and the crew were at once set to work to do what they could to save the steamer. An investigation disclosed the fact that the vessel was on the outer edge of the dangerous coral reef which surrounds Watling's and others of the Bahama Islands. Through the large fractures the water was pouring in more and more rapidly, and in one hour after the vessel struck she was full of water. Soundings were taken at once, and it was discovered that there were no less than a feet of water all around the vessel while 600 feet asterr the water was from 30 to 35 feet in depth. At a distance of only 800 feet astern it was impossible to find bottom. Twelve of the crew were sent away in boats, and no accident is reported. The commander sought aid from Nassau without delay, and hoped to secure steam-pumps at once and hoped to secure steam-pumps at once and pump out his vessel. There was no time to send to New-York for pumps, since a strong north-easterly breeze was blowing, and the billows were rolling over the reef and promised soon to fleat the steamer off or, more probably, to dash her in pieces before aid could arrive from this cty. It was found impossible, however, to accomplish anything, and the vessel was finally abundoned, with little hope of her final safety. It was still hoped, however, that a large portion of the cargo would be saved, but it would be much injured by the waves.

waves.

The cause of the disaster was stated by Capt. Hildreth to be the variation in the compasses. Nassau, the port sought by Capt. Hildreth, is about 150 miles north-west of Waiting's Island in a direct line, but the Islands of Eleathers and San Salvador, in learning, and the route by water is just 200 miles. Waiting's Island lies 50 miles south-east of San Salvador, in lainting 239 50 morth, longitude 74° 28° west. It has a fertile soil, is 16 miles in length, and contains only about 700 inhaldmars. The dangerous coral recis which surround it are from a quarter of a mile to a mile from the shore, and the point where the (matemial lies) about had a mile north-west of Winte Cay, the north-eastern extremity of the Island. The crew of the Gnatemial lies about had a mile north-west of Winte Cay, the north-eastern extremity of the Island. The crew of the Gnatemia, being landed, were at length sent to Aspinwail and were put in charge of the United States Consul at that port. On Ang. 3 they were received on bound the Pacific Mail steamship Colon, bound to New-Yerk. The list of these of the Gnatemian's crew who embarked on the Colon is as follows:

8. B. Wilsen, Sargeon, Charles E. McKilley, Preight-Gerk, Lewis Pere, Henry Steelman, James Redied, Blocker Thomss. Parne, John Glozon, James Woeley, John G. Eigin, John Keier, John Glozon, Charles E. Terley, Henry Berson, Charles Gnatemian and the relies of the abandoned steamship at 130 p. m. Friday, Aug. 7. She had not yet gone to pleces, and her hull appeared to have sustained no further injury than that caused by the first shock. Her smokestack was still standing and the deck-houses were slightly injured. The mast, however, had been removed, probably by the wreckers who infest the coasts in this vicinity and earn their Revellinged by preying upon unfortunate vessels. Capt. Hildreth having made his statement, the substance of which its formished above, remains in Nassau and will do everything in his power to save the cargo. Capt. Holdreth having made his statement, th waves.

The cause of the disaster was stated by Capt. Hildreth to be the variation in the compasses. Nassau, the port

COLLISION BETWEEN THE CITY OF BOSTON AND A SCHOONER.

The Sound steamer City of Boston, of the Norwich and New-York Line, left New-London on Monday night at the usual time. The water was smooth and the sky clear, and an uneventful passage was looked for. The City o Boston had on board a large number of passengers. She had proceeded on her way about 20 miles when the pilot discovered a sail on the port bow standing to the northward. Tais sail was about four miles west of Cornfield Point. A short distance to the north was a second vessel going east, but she lay outside the which, as these are certainly precious stones, may be steamer's course. The first sail was directly in the course of the steamer, and to the pilot appeared about a away. The captain of the City of Boston was also it is stated that this inclindes the fossil vertebrates from In the pilot-house and his judgment as to her distance the Rocky Mountains, readers of Thibune extras, coincided with that of his pilot. The vessel, which was now seen to be a small schooner, had ber matusail set but, with the feeble breeze, was making little progress. The only light visble on the schooner was a feeble flicker from the the sendener was a feeble ficker from the companionway. It was thought, if her starboard light had been burning, it could have been seen from the approaching sieamer. The boat officers in the pilothouse decisied it advisable to pass south of the schooner, and at once gave a turn to the wheel to accomplish that end. The officers now auddenly discovered, however, that they had misjudged the distance of the schooner and were already almost upon her. They gave a sudden and at once gave a turn to the wheel to accomplish that end. The officers now addenly discovered, however, that they had misjudged the distance of the schooner and were already almost upon her. They gave a sudden whirl to the wheel and rang the belt to reverse the engines. It was too late to avert disaster, however, and the City of Boston's bow struck the schooner on her starboard quarter. Although the steamer's engines had been reversed she was still under headway, and struck the vessel with some violence. The little craft went down like a stone, and a signal was at once given to stop the engines, that no injury might be influed by the revolving wheels. Two men were seen struggling in the water, a boat was quickly lowered, and they were rescued. No trace of the captain could be found, and as he was below when the accident occurred his escape was well migh hopeiess. The men rescued proved to be the mate and the steward of the schooner. The former was on watch at the time of the collision, and appears not to have seen the steamer till she was close upon him. He stated, however, that there was no torches on the schooner to give warning, even had be seen it in time.

From this officer it was learned that the sunken schooner was the Daniel Friel of Camdon, N. J. She was owned by Capt. Sihas-Robertson of Camdon, the only victim of the disaster. She was a schooner of only inbut 120 tons, and was bound from Westerly, R. L. to Southerook, Conn., with a cargo of granite. The pecuniary loss will be small, as the schooner was not a valuable one. After a delay of about 40 minutes the City of Bostou, which was harvily scratched by the collision, proceeded on her way with the rescued men.

oston, which was hardly scratched by the collision, ceded on her way with the rescued men.

POSTAL REGULATIONS CARRIED OUT. Officials in the General Post-Office have been considering the subject of a reform in the present sysem of transmitting newspapers through the mails, whereby the present heavy loss to the Government by insufficient postage may be avoided. According to the beiler of the principal officials in the newspaper department, at least one-third of the newspaper matter passing through the office was not covered by postage, and the result was a loss of about \$500 a week to the Government. With a view to checking this abuse, the clerks in the newspaper department were instructed on July 15 to examine every paper passing through their hands, to ascertain whether a duplicate receipt for postage had been received from the office from which it was sent, and, in the event of failure, to stamp it with the usual Doe 2 cents " mark and forward it to its destination.

Where newspapers were inclosed in single wrappers, each had to be withdrawn from its inclosure, and the name and place of publication compared with the receipt. If no receipt were held, the name was not

coast. But although there will be scarcely a known exceeds of the North American sca-coast not represented, the display of this branch of research is not so attractive to the popular eye, nor does it take up so much the two masses of interest; corata and sponges are and many things of interest; corata and sponges are beautiful, star chalces and crabs are curious, and there are the mortal remains of the great cuttle fashes of Newfordhald, one nearity complete, with a body eight feet long and two feet thick, and arms 24 feet long; and the horny beak of another monster which the fishermen chopped to pieces for both that must have been at least of which there were some hundreds on each arm or tender of this creature—are larger than flager-rings, and armed with a saw-like edge, which assisted, with some armed with a saw-like edge, which assisted, with

LOCAL MISCELLANY.

THE CONTROLLER'S LAW BILLS. CORPORATION COUNSEL SMITH DENIES THAT HE EVER AUTHORIZED THE EMPLOYMENT OF DEXTER A. HAWKINS-THE OPINION OF A PROMINENT

CORPORATION LAWYER. The attempted indictment of Controller Green still continues the topic of conversation around the City Hall. There is much division of sentiment as to the defense of the Controller. It is also questioned whether he was authorized by Corporation Counsel E. Delafield Smith to employ Dexter A. Hawkins after the passage of the present Charter at the close of the ses-sion of 1873. A TRIBUNE reporter called yesterday on Corporation Counsel Smith, and questioned him relative to the action of the Grand Jury. He stated that it would be manifestly improper for him to reveal the testimony which he had given before the Grand Jury. This be could say, that he had never authorized the empleyment of Mr. Hawkins by the Controller, nor had he ever said that he had done so. The printed statements

that he had done so were incorrect.

An official, who claimed to be conversant with the facts in the case, stated that the whole question of the Controller's defense turned on whether there was a contract made between the Controller and Mr. Hawkins to go to Albany and watch legislation affecting the interests of the Finance Department of the city during the session. For 40 years the Controllers of the city have been in the habit of employing counsel to go to Albany and endeavor to prevent injurious legislation by argument before committees, and in other ways. While there may not have been any law expressly authorizing the employment of coursel in this manner, custom has made it almost as good as law, as affording a continuous precedent. Then with reference to the ques-tion of a contract with Mr. Hawkins, the Constitution of the United States and of the State of Controller were apparently separate, under different dates, and not in the form of one bill, with specified

hiracolf might have been legislated out when the new Charter was passed. Will any one conversant was the law pretent to say that,

during the session, and why did he claim to be employed by the Council of Political Reform? The fact is in this particular. No official can be justified in acting

day by Sanitary Superintendent Day that the Sanitary Inspectors had inspected 2,233 buildings during the past week. The buildings inspected were divided as follows: Public buildings, 4; tenement-houses, 935; private dwelings, 196; other dwellings, 130; manufactories, 15; stores; 20; stables, 103; markets, 2; fat-rendering factories, 7; 50 court-yards, and 69 cellars. The Disinfecting Corps had visited 57 premises where there were persons suffering from contagious diseases and had disinfected and fun gated 35 houses. In addition, the Disinfecting Corps had scattered deoderizing chemicals in 156 miles of street Permits were granted to the consignees of 85 ressels to discharge cargoes, on vouchers from the Health Officer of the Port. The following comparative tatement of the contagious diseases during the past fortnight was submitted:

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 Sanitary Inspector Golsehmidt and Dr. John E. Com fort, who had the management of the work of disinfecting Mill Brook, a rivulet of about two and a half miles in length, running through the new Twenty-third and Twenty-fourth Wards, and emptying into the Harlem River, reported that the work was finished. They reported that from One-hundred-and-seventh-st. and Oneundred-and-thirty-third-st. the brook had been in a very filthy condition: that the laborers were at work for nearly a month in making a free channel, and that the work cost \$425.59.

Dr. Elisha Haarfs, Registar of Vital Statistics, transmitted his awail weekly report. He stated that there were 120 deaths during the past week, 31 less than the week before. The mean temperature hast week was 68.8 Fahr., as compared with 73.1 Fahr, the previous week. The average of atmospheric humidity was 61, and in the previous week 61, the total saturation being 193. Both were unusually nealthful for this season of the year. There were 328 deaths of infants under a year old, and 447 deaths of children under 5 years of age, last week, against 380 and 480 deaths reported at these ages respectively in the previous week. This decrease of infant mortality was considerably greater than the decrease in the total number of deaths of all ages. The deaths by violence were 27 in number, and by putnisis, 62 against 16 and 15 respectively in the previous week. With these exceptions the decrease of mortality was reneral at all ages. There were only 2 deaths by small-pox, and 3 during the previous week; 14 from scariatina, 16 from diptherm, against 12 and 17 respectively the previous week; and 283 deaths from diarrheal diseases, against 311 by the same cause the previous week. The reported deaths were equal to a yearly death rate of 36.00 per 1.600 inhabitants. In the Eight, Ninth, Eleventh, Thirteenth, Twentieth, and Twenty-first Wards the death rate has been for three weeks ittle more than twice as great has in the Fifteenth Ward, which still retains its reputation as the most uniformly healthful ward in the city. Last week only one person in 3,000 of its inhabitants died. very filthy condition; that the laborers were at work for nearly a month in making a free channel, and that

POLICE APPOINTMENTS.

AN INSPECTOR CHOSEN-RULES FOR THE GOVERN-

MENT OF PUTURE APPOINTMENTS. The Board of Police promoted Francis C. Speight, Captain of the Thirty-second Precinct, to the rank of Inspector yesterday. Superintendent Walling was directed to issue an order to the police calling their attention to the numerous complaints in regard to the practice of boys and men bathing along the river front of the city, and to direct them to exercise greater vigilance for the prevention of the offense. The Chief Clerk was expected to prepare a report concerning the number, character, and amount of claims against the Board of Police for materials furnished and labor performed in the construction, repair, and alterations unpaid on July 1 last. On motion of Commissioner Voorhis the Chief Clork was instructed to transmit, for publication in The City Record iin accordance with section 44, chapter 335, Laws of 1873), the name, residence, and occupation of each applicant for appointment, and of each appointee to any position in the Police Department with the name and residence of each person recommending such appointment. A resolution was also passed which provides that all applications for appointment in the Police Department must be submitted and read at a meeting of the Board of Police previous to such publication, and must not be acted upon for appointment until at least flye days have clarged after the publication.

See at 2:15 p. m. Steamship sails at 3 p. u., from Canard Deck, Jersey Clos.

For Series, Saiss, and Danish Mail via Bremen by steamship Frankfar, mails closes at 2 M. A supplementary Mail is closed at the Post-Office at 1:30 p. in. Steamship sails at 3 p. u., from Per foot of Fatheds. Hebbeten.

For Series, Saiss, and Danish Mail via Bremen by steamship Frankfar, mails close at 2 M. A Supplementary Mail is closed at the Post-Office at 1:30 p. in. Steamship and Large Clos.

For Series, Saiss, and Danish Mail via Bremen by steamship Frankfar, mails close at 2:10 p. in. from Per foot of Fatheds. Hebbeten.

For Settin, direct, by the steamship Humbeldt, mail close at 12 M. A Supplementary Mail is closed at the Post-Office at 1:30 p. in. Steamship sails at 3 p. u., from Deck, Jersey Clos.

Mails for Rivord. The Steamship Amendation of Market Hebbeten.

For Settin, direct, by the steamship Humbeldt, mail close at 12 M. A Supplementary Mail is closed at the Post-Office at 1:30 p. in. Steamship as at 2 p. in., from per foot of Thirds. Hebbeten.

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For Settin, direct, by the steamship at 2 p. in., from per foot of Thirds. Hebbeten.

Fo of station-houses, prisons, and stables, which remained

mentioned above. The following resolution was passed, on motion of Commissioner Yoornis:

Resolved, That every member of the force shall serve as a patrolman for a period of at least two pears after his appointment before he shall be eligible to prometion or detail from regular patrol duty, except that the same be done by a unanimons rote of the Board for satzandinary mentionous services rendered to the Department as such patrolman.

INSPECTOR SPEIGHT'S CAREER.

Francis C. Speight, the newly-appointed Inspector, was born in New-York City in 1815, and is consequently 59 years old. He was apprenticed early in life to the trade of a ship's smith, and worked in the Brooklyn Navy-Yard at that trade for several years. He was appointed patrolman of the municipal police on July 17, 1845, and was promoted to the position of assistant captain of the Fifteenth Precinct the next year, serving in that capacity until January 3, 1854, when he was made Captain and put in charge of the Twenty-first Ward, occupying the same station with Capt. (now Superintendeni) Walling of the Eighteenth Ward. He remained in this position until 1857, when the Municipal Department was abolished and the Metropolitan Department established. Capt. Speight was retained in the new Department, and in June, 1861, was assigned to the command of the Twenty-ninth Precinct, which Superintendent Kennedy, on the substitution of Precincts for Wards, formed of six wards. Thence he was transferred to the Twenty-seventh Precinct in 1866, then to the Thirty, thence to the command of the Haroor Police, and finally to the Thirty-second Precinct, where he has remained to the time of his present appointment. He took part in the suppression of the Astor-place riots, and those of 1863 and 1871, and has been always considered an excellent officer by his comrades and his superiors. Navy-Yard at that trade for several years. He was mrades and his superiors.

THE COURTS.

THE AUDUBON PARK LANDS. ELEMENTS OF A VALID DEDICATION OF PROPERTY

TO THE PUBLIC. Judge Larremore rendered yesterday the sub-

joined opinion in a case of some interest to property owners on this island, the circumstances out of which

argument course of the summer, cannot make a simple of coursels in the summer, cannot make the simulation of coursels in the summer, cannot make the simulation of coursels in the will be reduced to the upper procedus. Then will reference to the question of a contract with Mr. Hawkins, the Constraints of the United States and to the impaired New York provides that on which the Logistation during the section, but did not think that the passage of the new charter, late in the assent, would withst the contract. It would still remain in force, and the Controller cound before the countries of the property separate, under different date, and not in the form of one bill, with specific times. He acknowledged the truth of this, but thought that the built are query entire the countries of the property countries to entire the countries of the property of the countries of the property of the countries of the

was not entitled to have said street opened until the anches necepted by the public. This decision makes no distinction between the urban and rural property. The land in dispute not having been accepted by the public authorities, there was no dedication of it as a street. Nor has there been any acceptance or use of it as a road to the extent mentioned in the slieged dedication. The plaintiff having the full and undisturbed possible to the categories of the street of war.

tion. The plaintiff having the full and undisturbed pos-session and enjoyment of an easement or right of way accepted by the original grantee and used by him and those claiming under him for over 29 years, cannot sus-tain this action, and judgment must be rendered for the defendants the righ. Augustus F. Smith for plaintiff; Geo. C. Genet for de-

CRIMINAL NOTES. At the Essex Market Police Court yesterday, before Justice Kasmire, Wm. Twadeil of No. 393 Grandest, was held in \$1,000 ball for robbing Walker Thorp of No. 325 East Ninth-at, of \$12 at Worth and Buxter-sts. on Monday night.

at Worth and Barter-ats on Monday night.
At the Tombs Police Court yesterday, before Justice Wandell, Bridget Hynes of No. 13 Barter-at, was held in \$1,000 hall for picking the pocket of Micholas White of Brooklyn of a pocket-hook containing \$19... On Aug. 1 splace named Wm. Moore of No. 95 East Brooklyn, employed by the Climar Electro-Piate Company, at No. 5 Dey-at, made out a bill against Charles Brown of No. 109 John-st. for \$120, which he collected and converted to his ewa nae. He was arrested yesterday on a warrant sworn out by Wm. J. Wilder, Superintendent of the Company, and committed in default of \$1,000 ball.

tempent of the Company, and committed in default of \$1,000 bail.

In the Court of General Sessions yesterday, Recorded Hackett presiding, criminals pleaded guilty and were sentenced as follows: Ann Perkins, petty larceny, six months in the Penitemitary; Jaz. E. Hawkins, petty larceny, six months in the Penitemitary; Chas. Baires, grand farceny, three years in State Prison; Limie Johnson, grand largeny, two years in the Penitemitary; Jaze Hayes, grand larceny, two gain half years in States Prison. Jane Pietcher was found guilty of grand larceny and was sent to State Prison for two years; Chas. Lindam was found guilty of a like crime, and was sent to State Prison for five years.

the colid had been given him by rather real of Flemont. The courplainant was referred to the Supreme Court.

At the Jefferson Market Police Court vesterday,
before lastice Morgan, Philip Canlos was held in \$1,000 half for
atealing railroad tickets from the Vermont Central and Connecticut River
Railroad. He was employed at the time of the larcenies as the Sive worth of fickets before being detected, but had solon are set a discribed,
house kept by Emira Waters, nine in number, were arrested on Monday
night, on a warrant swom out by Magnie Weldon of No. 27 Solivian-st.
The keeper was held in \$500 ball, and the others were fixed \$10 each.
Wis. McCann and John Ryan were med \$10 each and put under \$600
ball each to keep the peace, for representing themselves as detectives
to John Hardy of Foughkeepia. They accorded him in Thompson. near
Rieceker-st, and were embersoring to extent money from him when arrested... Anatole Manders was bein \$1,000 ball for attempting to
stead a cold watch and claim valued at \$135 from the room of Engene
Viacon \$100.259 Wooster-st yeaterday morning.

DECISIONS-AUG. 11. Supreme Court-Chambers-By Judge Donohue,— Speight agt Staer; Guttapercha Robber Mig. Co. agt Merriman; For agt. Demares.—Motions denied. Winchell agt Winchell Amemoran-oum. Johnson agt. Schurier.—Opinion. Cook agt. Schroeder.—Motion

granted.
Special Term-By Judge Davis.—Hunt agt. Hunt.—Memorandum. CALENDARS-THIS DAY. SUPREME COURT-CHAMBERS-DONORUE, J. 80 PREME COURT-CHANGERS - JONNHUE, J.

49. O'Bries agt. Traynor, &c.

87. Winton agt. The Mitchell
Non-Et. B. Co.

194. Gager agt. Van Nort.

195. Polilon agt. Smith.

234. Manw agt. McLean.

285. Morange agt. Hymes.

287. Albertson agt. Laycock and

287. Albertson agt. Laycock and

23. Shaw art. McLean.
23. Morange agt. Hymes.
23. Condin art. Harris.
23. Continental Bank Note Co.
23. Schlessinger agt. Post.
238. Derey et al. agt. Liftchild
239. Andenreid agt. Same, DEPARTURE OF FOREIGN MAILS.

WRDNESDAY, Acq. 12. Mails for Burone, its Queenstean and Liverpool, per the steamshift Catabria, close at 12 M. A Supplementary Mail is closed at the Post Office at 2:15 p. m. Steamship sails at 3 p. m., from Canard Dock

Mails for Great Britain and Ireland, via Queenstown and Liverpool, by steamship Britainic, close at 5 s. m. Steamship sails at 5 s. m., From Pier No. 52 North River.

For Europe, via Southampton and Bramer beautiful and the Steamship sails at 1 s. m., rrom Fier No. 52 North River.

For Europe, via Southampton and Bremen, by ateamship America,
multi close at 11 a.m. A Supplementary Mail is closed at the PostOffice at 1:30 p. m. Steamship sails at 2 p. m., from Pier foot of Thirdst. Hobbeke. n. Hobbken. Mails for South Pacific and Central America, br the steamship Colon, Mails for South Pacific and Central America, br the steamship sails at 12 M. from Pier No. 42 N. H. SUNDAL, Arg. 16.

All Mails close at 11 o'clock a. m. The Fost-Office is open from 9 a.

PASSENGERS SAILED.

FOR LIVERPOOR—To standing Evin, Aug. 11.—Lieut Simpson, Mrs. Simpson, Capt. Whinfield, Mrs. Whinfield, Mrs. Morris Leon, Master Simon Leon, Miss Julia Leon, Miss Rosetta Leon, Miss Internetta Leon, Miss Ada Leon, Miss Betay Delaye and mail, Mrs. Bennett, Henry Bennett, Charles Bennett, Mrs. Luard and 2 children, Thomas Leon, Miss Leveling, Aug. 11.—His Excellence Baron you Ledger, Imperial Austre-Hungarian Minister Plenipo-

PASSENGERS ARRIVED.

PROM LIVERP'001--In Meanwhip Needed, Aug. 11.—D. Kennelly, A. Italio, Mr., and Mrs. King and Braat Miss Boran, Mignes Wager, Mr. and Mrs. Van Wart. Edwin Van Wart. J. Lieb, A. Lutier, B. Batte and son, F. C. Campbell and son, Miss W. C. Green, G. F. Lambetthe, Misses Van Wart, W. Van Wart, C. J. Tiller, A. Hughes, Mr. Williams, W. J. Smith, F. Crsmer, Miss M. Bogers, Mr. Fribarf,
In steamship Montrea, Aug. 11.—A. A. Mullett, wife and two daughters, Miss Alibert, Mrs. Villal, B. Vacearo and wife, Right Rev. Bishop J. Divenger, Rev. B. T. Borr, John Carnahan, H. T. Robenson, Mrs. J. Smith Bodes and two daughters, B. M. Molineur, Miss Harriet Brown, Miss M. Hegmont, Miss Essan, Mrs. Painer, Mrs. Tweer. John Bennett, F. Egan, Rev. J. Dorward, M. Mugeooy, Thomas Broad-bridge, Dr. Wm. Pipe, B. Grable, Geo. W. Grable, Mr. and Mrs. Mos. Cave, E. Pronke, Mr. and Mrs. M. Sacks, High McCowelle, J. J. Spencer, J. Lee, wife and child, Michael Tyrrall, Daniel Smolfore, Patick Sculty, Harry Felton, J. H. Righton, Wm. Plum, John Mugg, H. Kaltona, Jas. W. Osborn and wife, D. Henderson, H. T. Shago.

In steamship Batasta, Aug. 11.—R. R. Clarke, Mr. Bisl, Mrs. Hall, A. B. Maxim Mrs. A. B. Maxim, A. S. Guerber, A. Braun, J. A. Pond, F. N. Stewart, H. L. Ohlson, Mrs. H. L. Ohlson, R. Glendenman, John Bakesson, Mrs. Elein, Master Ardur Elein, Mr. Montagor, Austin Keiley, W. Roah, H. Maxwell, S. H. Hodzes, J. D. Cooper, Edgar Kaspp, Vonng, Alex, Dougha, R. B. Jones, D. Porselhe, N. S. Fateoner, Mr. Shor, J. H. Wood, Mrs. J. H. Wood, Mrs. Ohnes, Mrs. E. G. Smith and child, Mr. Weiten, Mrs. Weite, Thos. Henderson, Mrs. Henderson, Mr. Better, A. Brann, P. Hardier, Mrs. E. Grieger, P. Juneson, Walter, L. C. Jones, Mrs. University, Jopen, J. G. Tarrer, W. Rier, John Ernst, T. Marcon, Gro. Mrs. Henderson, Mr. Bette, A. B. Willer, Mrs. Weite, Mrs. Ohnes, Mrs. E. G. Tricher, P. Juneson, A. Burrows, Mrs. W. W. Winner, Mrs. Henderson, Mr. Bette, A. R. Weite, Mrs. W. Weiter, Mrs. Ohnes, Mrs. W. Benned, C. A. Bashy, Chris, Willer, Mrs. Phuler, G

FROM HAVRR—In steamably Pereire, Aug. 11.—T. B. Camore, Mine H. Chaner, Man M. E. Chanen, R. Expling, Mine L. Minetil and servant. A. F. Brenneste, M. Ziberovali and son, Mrs. Zeser, Mr. sed Airs, Pouces, two children, and two servants. R. Tajous, son and two daughters. E. Lemont, A. Destrovali and son, Mrs. Zeser, Mr. sed A. Pietrovali, A. Destrovali, R. Tajous, son and two Destron, B. Hatther, F. Foutz, P. Parcett H. Penerin, G. Boltvari, Cand. A. Fe d'Ostiani, A. Looge, L. Brano, Mrs. I. Corori, C. Cottler, L. Cottler, E. Cottler, R. Stamowith, Mos H. Lethourtte, Mr. and Mrs. Explosurette, V. du Beers, E. Grayot, M. and Mrs. Generin, G. Boltvari, Cand. Rev. F. D. Lethourt, Mrs. Stryr, Mrs. B. Delmas, Mrs. Martin, A. P. Curvel, B. Santin, Mr. and Mrs. Gaudion, Mrs. Mrs. Mrs. M. Pour, J. P. Curvel, B. Santin, Mr. and Mrs. Gaudion, Mrs. M. Pour, J. Cottlaire, Mrs. J. P. Contain, Mrs. M. Pour, M. Schele, J. Chapelle, E. Jam Bon, V. Micco, J. Corribert, C. Phinippe, Mrs. M. Scheler and child, Mrs. M. Duler, Mrs. V. M. Permos and child, R. Osdibert, G. Chamols, Mrs. M. Thermos and child, R. Osdibert, J. Godibert, G. Chamols, Mrs. M. M. Pour, and Mrs. Casablanna, Mrs. and Mrs. Debargoulet, I. Schonck, J. Grebil, P. Gorja, Mrs. C. Mangold, Mrs. M. Creste, G. Laubau, Mrs. M. Debrang.

SHIPPING INTELLIGENCE

Steamship Croccoli City.

Steamship Wyanoke, Couch, Noriolk, City Polint and Richman, Couch, Dominion Nteamship Co.

Steamship Yindector, Denne, Philadelphia, Lorillard Steamship Co.

Steamship Thiladelphia, Davis, Philadelphia, James Hand,

Steamship Nopinne, Berry, Boston, H. r. Dimork.

Shap Radiant, Doviy, San Practiceo, Selton & Tolymouth for orders,

Bark Lalis W. (Hr.), McNeil, Cork, Palmouth or Plymouth for orders,

Heavy & Parker,

Hark Ignano (Ital.), Parlalo, Genos for orders, Fanch, Edye & Co.

Bark Lacco (Ital.), Olyuri, Dublin, J. C. Seager,

Bric Daniel Travinciae, Rogers, St. Pierre, D. Troubridge & Co.

Brig Alice (Br.), Managomery, Turks Island, Trumilo and Omea,

Egyers & Hamin,

Nebr, Gardin, Roders, New Haven, Rackett & Bro.

Egers & Haulin.
Scht. thiraind, Lindsey, New Haren, Rackett & Bro.
Scht. thiraind, Lindsey, New Haren, Rackett & Bro.
Scht. Lintaind, Lindsey, Scht. Large B. D. Burlbut & Co.
Scht. Large Gettrade, Gisk, Fernandita, Pla. & D. Hurlbut & Co.
Scht. Ellar Gettrade, Carle, Plansport, Jed Frye & Co.
Scht. Ella H. Barnes, Largier, Richmond, Van Drau & Bro.
Scht. Ella H. Barnes, Largier, Richmond, Van Drau & Bro.
Scht. A. Heaton, Rogers, Queenstown or Falmouth, Punch, Edye &

Co.
Schr. J. McGuinness, Cothoura, Richmond, Va., Isaac B. Gager,
Schr. F. G. Russell, Ranking, Baracoa, P. J. Wenberg,
Schr. Planter, Harding Provincetown, Fisher &
Barge O. H. Brackett, Brackett, Greenport, J. H. Bennett,

Barge O. R. Brackett, Brackett, Greenport, J. S. Sennett,
Mennship Britanic (Br.), Thomsson, Liverpool July 30, and Queenstown 11st, with mole, and pass, to R. J. Cortis.
Steamship Brine (Br.), Ecker, Sansa Martha July 25, Savanilla 31st,
and Kingston, Jam., Aur. 4, with mole, and pass, to Piun, Forwood & Co.
Thismatic, and pass, to Geo. Mackenit, Paly 31, via Breat Aug. 1,
with antice and pass, to Geo. Mackenite, Steamship City of Montreal (Br.), Mirehouse, Liverpool July 30, via
Steamship City of Montreal (Br.), Mirehouse, Liverpool July 30, via
Steamship City of Montreal (Br.), Mirehouse, Liverpool July 30, via Steamship City of Montroal (Br.), Mirehouse, Liverpool July 30, via Quaenstown 31st, with makes and pass, to Join G. Dair.
Steamship San Salvador, Nickerson, Savannah Aug. 8, with make, and pass, to W. R. Garrison.
Steamship Champian, Lockwood, Charleston Aug. 8, with make and pass, to J. W. Quintard & Co.
Ship Washington, Chase, Liverpool June 20, with make.
Brig Cleta (Br.), Morgan, Relize, Hon., 20 days, with logwood, &c.
Brig Chilinabwellah (of Picton), Pulier, Cow Bay, C. B., 11 days, with coal.

DOMESTIC PORTS,
Bosrov Ang 11 - Arnved steamship Barrier Bosrow, Ang. 11.—Arrived, sitemedic Rattiesnake, from Philadelphia; bark Pater (Aux.), from Girgenti; brigs Alpha (Br.), McNeil, from St. Martins; Amelia Emma, from Baltimore, Nawcastin, Bel., Aug. 11.—Passed up, steamship Dilinois, from Liverpool; schrs. Wild Pigeon, from Nomerset; Thos. Boot, T. Tasker, & S. Corson, and Francis L. Godfrey, from Booton, Passed down, teamship Perkiomen, for Boston; bark Maria, for Genou; brig Sagua, teamship Perkiomen, for Boston; bark Maria, for Genou; brig Sagua, terminals.

Lawns, Del., Aug. 11.—The barks reported pesterday remain. The shoop yacht Rambier is at the Breakwater.

Lawis, Del., Aug. 11.—The barks reported featerday remain. The shoop yacht Rambler is at the Breakwater.

FOREIGN PORTS.

HAVANA, Aug. 10.—Arrived, steamable City of Mexico, Sherwood, from Vera Cruz for New York, to sail N2th.

QUERNSTONN, Aug. 11.—The White Star Line steamable Celtic sailed for New York at 1p. m. to-day.

Livenspoot. Aug. 11.—The National Line steamable The Queen, Brugg from New York Alg. 1, for this port, was off Fastoct at 9 a. m. to-day. The Allan Line steamship Circassian, Wylie, from Montreal July 27, arrived here to-day.

Moville, Aug. 11.—The Anchor Line steamship Columbia, Higgins, from New York Saily 28, for Gissgows, arrived here to-day.

London Aug. 11.—Sailed for the United States: Links, Devete Dubevacki, George, Ruthino, and Mediantor. Arrived out from the United States on the 9th inst: Johann Anna, Louise Weichards, Privi Dubrovacki, and Ornen. Arrived out from the United States on the 10th inst; Emilia Revello, Weilington, San Demenico, and Jens Nilsen. Arrived out from the United States on the United States on the 1th inst: Stebenheath, Anna Obeta, Emanuel, and Barone Vrangerany. Also arrived out from the United States: Borchester, Catelie Cherro, and Nane B.

[For Lalest Ship News See Fifth Page.]

(For Latest Ship Actes see Fifth Page.)

Ocean Steamers.

A MERICAN LINE.

THE AMERICAN STEAMSHIP COMPANY

Weekly Mail Steamship service between PHRADELPHIA and
LIVERPOOL, calling at QUERNSTOWS, sating every THERSDAY
from Philadelphia, and sating every WEDNISDAY from Liverpool.

The following Steamers are applied to sail from Philadelphia:
PENNSULVANIA August 27

HANDON August 27

**ENNILWORTH September 3

*ABBOTSFORD September 3

*ABBOTSFORD September 17

FRICES OF PASSAGE-IN CURRENCY:
Colin, 875 to \$100, according to accommodations.
Steerage and Litermediate Treates to and from all penuts at the
lowest rate.

Seamers marked with a Star do not carry intermediate.

Passenger accommodations for all classes unsurpassed. Ample attendance is provided. Every steamer carries a Surgeon and Stewarders.
These steamers are supplied with Life-Life in addition to the notical
Life-Boats and Life-Preservers.

Through Tickets and through Bills of Lading issued between all
prominent points.

For passage, rates of freight, and other information, apply to

Truminent points.
For passage, rates of freight, and other information, apply to
GEO, W. COLTON, Agent. 42 Broad-st.,
JOHN McDONALD, Passenger Agent.
S Battery Place, New-York,
PETER WRIGHT & SONS, General Agents.
307 Walcut-st., Philadelpnia.

Richardson, Spence & Co., Liverpool. N. & J. Cummins & Bros., Queenstown.

For freight or passage, apply to F. ALEXANDRE & SONS. 33 Broadway.

FOR LIVERPOOL. (VIA QUEENSTOWN)

CARRYING THE U. S. MAILS.
THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY
will dispatch one of their first-class, full power, from screw steamables FROM PIER No. 46, N. B., EVERY TOESDAY.

WYOMING, Capt. Grand Sept. 15, at 3:00 p. m.

Cabin passage, 250, 2012, Steerage passage (Office, No. 29 Broadway), at low rates. For treight or cable passage, appirts & BUION, No. 63 Wall at Ocean Bleamers

EAGLE LINE.

EAGLE LINE.
UNITED STATES MAIL STEAMSHIPS.
TO PLYMOUTH CHERROURG, AND HAMBURG.
The elegant Grade-batt steamshine will sail from New Fork as follows:
LRSSING, Cart. Toosbuy, August 25.
from Basic Line Pier, foot of Firsts, Hobokes.
RATES OF PASSAGE TO
PLYMOUTH, LONDON, CHERROURG, AND HAMBURG:
Calm. first seloon \$120, sold; second salows, \$20, gold; steeres, to Plemouth and London, \$20, coursearch; steering to Cherrourg and Hamburg, \$30, gold. Prepaid licked for Hamburg, \$30, currency, For freight apply to FUNGH, EDTE 2 Co., 27, Second William of For passage apply to RAMETH, NACHOD, as SUHNS,
University of the Calman of the Ca

GREAT WESTERN STEAMSHIP LINE.

NEW YORK TO BRISTOL (Rog)—DIRECT
Taking goods and pass-morers for London. Carniff, Newport, Glogoster, and all ports in Bristol (Dance).

The steamers of this Lone will sail from Pier 18. East River as follows:
The steamers of this Lone will sail from Pier 18. East River as follows:

NMAN LINE .- SOUTHERLY COURSE.

ROJAN DIALE.

BOYAI Mail F.

STATE TO THE THE STATE OF TH

NEW-YORK AND HAVANA DIRECT MAIL
LINK.-These first-class STEAMSHIPS will sail every TORNDAY,
at 3 n. m., from Pier 13 N. R. (foot of Cedarst.), for Havana direct
follows: follors:
CRESCENT CITY, T. S. Certia......TUESDAY August 11
COLUMBUS, E. C. Reed............TUESDAY August 18
MORRO CASTLE, T. H. Morton.....TUESDAY August 25

For freight or passage Chaving inacument accommodations approx WM, P. CLYDE & CO., No. 6 Sowing green, D. McKellere, Agent in Havana. NATIONAL LINE.

NORTH GERMAN LLOYD STEAMSHIP FOR SOUTHAMPION AND BREMEN.
The Steamship FRANK-URL Cant. F. v. Rahme, will sail on WEDNESDAY. August 12, at 2 a. m., from Bremen Pier foot Thies-sa., Housean, to be followed by

Steerage.
For freignt or passage, apply to OELRICHS & Co., Agenta.

NEW YORK TO CARDIFF.
THE SOUTH WALKS ATLANTIC STRAMSHIP COMPANYS
NEW, FIRST-CLASS, FULL-POWERED, CLYDS-BUILT STRAMSHIPS will sail from Feducylvana Bailrost Wuser, Jersey City, as
follows:

GLAMORGAN,....AUGUST 22

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPAN'S MAIL
STEAMSHIPS BETWEEN KEW YORK AND HAVES, CALLING
AT BRIST.
The solemital reasels on this favorite roste for the Comment theing
more semilarity than any other), will sail from Part No. 50 North River,

more southerly than any otherly, who say the say the say the say follows:

SATURDAY, August 23
PARKINGTON Lacemore. SATURDAY, Sect. 15
WASHINGTON Lacemore. SATURDAY, Sept. 19 WASHINGTON Leadener. APPERDAY Seet 5
VILLE DE CARD. Deuts. SATUEDAY Seet 19
PRICE OF PASSAGE IN GOLD uncesting states
First Cabin. 125 | Second. 779 | Third.

Exercision tickets at required rate line, arous both transit by Ruelies
American travelers, by taking this line, arous both transit by Ruelies
rathers and the discension of closering the Coannel, beside saving time.

trouble, and expense GEO. MACKENZIB, Agent No. 55 Broadway-CTATE LINE.

TATE LINE.

To GLASGOW, BELFAST, LIVERPCOL, LONDONDERRY, &c. 87ATE OF VIRGINIA. WEDNESDAY, August 12, 87ATE OF ISDANA. WEDNESDAY August 19, 87ATE OF GEORGIA. WEDNESDAY August 29, 87ATE OF GEORGIA. WEDNESDAY August 29, 87ATE OF Promper 36, North Kiver, N. Lowest rates.

Rates of passage—Unbin, \$70 and \$800 Drafts at lowest rates.

AUSTIN BALDWIN & Co. Agents, 72 Brandary New Tork.

STEERAGE AS LOW AS BY ANY OTHER LINE Office, No. 45 Broadwar. WHITE STAR LINE. FOR QUEENSTOWN AND LIVERPOOL

CARRYING THE
UNITED STATES MAIL.
NEW AND PULL-POWERED STRAYSHIPS.
Selling trees New-York on SATURDATS, from Laverpool on THURSDAYS, Calling at Cort Hertor each stray to Laverpool on THURSDAYS, CALLED AND ARROWS 25, 41 7:39 a. m.
CELTIC, SATURDAY Angust 25, 41 7:39 a. m.

ERITANNIC, SATURDAY Angust 19, at 7730 a.m.
CELTIC, SATURDAY, Angust 29, at 7100 a.m.
OCLANIC, SATURDAY, Angust 29, at 7100 a.m.
REP, BLIC, SATURDAY, September 3 at 7000 a.m.
EAUTIC, SATURDAY, September 12, at 3000 o.m.
From the White Star Done, Pier 52, North Giver,
Pastenger accommendations for all datasets) universited, combining
Salouns, state-rooms, smoking-room, and outs-rooms in midship section, where least motion is full. Surgeons and substances accompanding these strangers. dor, where seat motion is full. Surgeons as a second of the least examines. BAJ point. Return Tickets \$140. rold. Steerage, at low rates. Toose weaking to send for friends from the old Country can now obtain energies prepad certificates at low rates. Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.
Dirita from 21 appears.
For inspection of class and other information, appreat the Company's for inspection of class and other information, appreat the Company's for inspection of class and other information, appread to Company's for inspection of class and other information, appread to Company's for inspection of class and other information.

REAL ESTATE.

NEW-YORK, Tuesday, Aug. 11, 1874. At the Exchange Salesrooms to-day James

M. Miller sold by order of the Supreme Court, under direction of Walter L. Livingston, referee, three lots on the south side of Forty-seventh-st., each 25x100.5, 200 feet east of First-ave., to Peter Goelet, plaintiff in suit, for \$3,360. The premises are subject to a ground rent of \$1,200 per annum on lease having 20 years to run from May 1,1869. The remainder of the sales announced for to-day were postponed. OFFICIAL TRANSFERS OF REAL ESTATE.

ame property.
iverside-ave or New Road, n scor 104th-st, 114.4x100.
abbins-ave, n e cor Lexington-st, 19250, Port Murcis. Gantaro, x a 80.0 x w 100 x h 100 x are, x a 34.0 ... are, x a 34.0 ... are, x a 34.0 ... are former 104th st, 23.11x100 ... 12th are, w s, 50 ft n of 104th st, 72.0x104.0 to exterior line x 72.0x1024 ... are seen a 100 s n n n 104th st, 72.0x104.0 to exterior line x 72.0x1024 ... are for n 104th st. are 1,650 Sth-ave, No 572, 4 years, per year.

Sth-ave, No 572, 4 years, per year.

Basement under Grand Central Depot, 1 year.

City Real Estate for Sale.

LOTS IN WEST 21ST-ST.—For sale, three LOTS, 75 feet by half the block together with the B. H.DING thereon, suitable for manufacturing purposes, steam engine and all ma-chinery and tools required for a well furnished carpenter's shop may be had with the premises: immediate possession given.

J. DENHAM & Co., 273 West 23d-st., near 8th ave.

New-Bersen Real Estate for Sale.

A GOOD INVESTMENT.

FOR SALE—50,000 acres of LAND in Southern New Jersey;
will be sold in one bady or in treats of 5,000 acres and operant. These
are good lands, and are operand up by navigation and redrossis. They
contain good after powers, good wood, and colar (amber. Address
Wittelfft, Edwind, S. J. FOR SALE or EXCHANGE.—A magnificent

OUNTRY RESIDENCES 17 minutes from New York, with 21 bots of ground, beautifully entirested; bouse with 41 modern improvements; for sale or to exchange for a good larm in New-Jersey within 30 miles from New-York, near railroad station. Apply to STROTHER & RRITZ, 12 Newsrates. Hobbken.

ORANGE, N. J.—Great variety property for sale. Houses furnished and unfurnished to rest. Sale Catalogues. Office hours from 1 to 3 p.m. L. H. GERER. 39 Nassan, cor. Laboraty et.

Conntry Real Estate for Gale

A COUNTRY RESIDENCE FOR SALE.—
On the banks of the Hushon, one mile from depot; a capita, real
cotate investment, the safe, solid bed-occ, which cannot bare up, bies
anay, or he whiped out by failure or desication, and with pay a sure dividend in good health every day. Apply to
Poughkeepis, N. Y. \$10 DOWN and \$10 MONTHLY will pur-

DIO CHAND AND STORTH IN THE PURLAWS: the cheapest and best low-priced lots ever offered, graded streets,
allest maple trees, schools, churches, and fine improvements, only 12
miles from New-York; Shewart's railroad peases through the property,
perfect sitie, no mortgage on it; prices, \$100, \$150, and \$200; worth
nouthe most into offered at these figures. Free daily examined exhept
Sundays) at 1 widest. For further particulars apply to PAUL C.
ORENING, 504 Third-ave., corner Phirty-fourthest.

Couses and farms Wanted.

WANTED TO RENT-A small furnished HOUSE, between Twentieth and Furnieth size, and Levington and Sixth area. Regi not to exceed \$3,000, Aldren & L. B., Tribuna Office.